



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

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IN REPLY PLEASE
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March 1, 2004

TO: Each Supervisor

FROM: James A. Noyes
Director of Public Works

TRAFFIC SIGNAL ISSUES RELATED TO RAILROAD/HIGHWAY CROSSINGS BOARD MOTION OF DECEMBER 9, 2003, SYNOPSIS 47-D

In response to your December 9, 2003, motion, we have reviewed all existing traffic signal operations involving at-grade railroad/highway crossings under County purview and have the following to report.

There are currently 35 signalized intersections within the unincorporated County area that involve a railroad preemption operation. The attached table indicates each intersection, listed by Supervisorial District, and the corresponding type of operation that occurs during a railroad preemption. We reviewed the equipment that enables the traffic signal preemption and found it to be in good working condition. We also determined that each traffic signal is operating consistent with State and Federal guidelines. In addition, we inspect each of these intersections on a routine basis with the assistance of the applicable railroad authority. This inspection, and cooperative effort, is consistent with the final recommendation put forward by a blue-ribbon Federal Department of Transportation task force in their March 1, 1996, report "Accidents that Shouldn't Happen."

Consistent with the County's Strategic Plan Goal of Children and Families' Well-Being, we will continue to work closely with the California Public Utilities Commission and the applicable railroad authority to ensure the safe design and operation of our traffic signals.

Each Supervisor
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If you have any questions, please call me or your staff may contact Bill Winter of our Traffic and Lighting Division at (626) 300-4700.

MAA:ja

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Attach.

cc: Chief Administrative Office
County Counsel
Executive Office

ATTACHMENT A

Intersection Name	Jurisdiction						Operation During Railroad Preempt	Description of Operations
	SD	%	Other 1	%	Other 2	%		
Compton Av @ Slauson Av	1	80.0	Los Angeles	20.0			Flashing Red	Upon detection of an approaching train, all vehicle movements will immediately go to red. A green indication, for approximately 10-15 seconds, is then given to the approach that crosses the railroad tracks to allow vehicles to clear the tracks. Once this is completed, the traffic signal will operate in one of the following ways:
Alameda St @ Firestone Bl	1	100.0					Flashing Red	
Slauson Av @ Holmes Av	1	81.0	Los Angeles	19.0			Flashing Red	
Downey Rd @ Bandini Bl	1	100.0					Limited Service	
Valley Bl @ Temple Av/ 605 Fwy Off-Ramp	1	50.0	Caltrans	50.0			Limited Service	
Holmes Av @ Randolph St	1	100.0					Flashing Red	
Valley Bl @ Sunset Av/ 7th Av	1	79.0	Industry	21.0			Limited Service	
Valley Bl @ Vineland Av	1	80.0	Industry	20.0			Limited Service	
Valley Bl @ Puente Av/ Workman Mill Rd	1	63.0	Industry	37.0			Limited Service	
Valley Bl @ Lemon Av	1	32.5	Industry	47.0	Walnut	20.5	Flashing Red	
Valley Bl @ Brea Canyon Rd	1	72.0	Industry	28.0			Limited Service	
Valley Bl @ California Av	1	77.5	Industry	22.5			Limited Service	
Valley Bl @ Orange Av	1	21.0	Industry	79.0			Limited Service	
Valley Bl @ Fairway Dr/ Camino de Teodoro	1	25.0	Industry	50.0	Walnut	25.0	Limited Service	
Valley Bl @ Fullerton Rd/ Yorbita Rd	1	78.5	Industry	21.5			Limited Service	
Florence Av @ Graham Av	1	100.0					Flashing Red	<u>Flashing Red:</u> All movements at the intersection will flash red until the train is no longer detected. <u>Limited Service:</u> Motorists in non-conflicting movements with the train will continue to receive a green indication. All motorists in conflict with the train will see a red indication while the train is detected. The traffic signal will return to normal signal operation when the train is no longer detected.
Hooper Av @ Slauson Av	2	80.0	Los Angeles	20.0			Flashing Red	
Alameda St @ Imperial Hwy	2	42.5	Lynwood	57.5			Limited Service	
Alameda St @ El Segundo Bl	2	74.5	Commerce	25.5			Flashing Red	
Alameda St @ Tweedy Bl	2	100.0					Flashing Red	
Alameda St @ 92nd St/ Southern Av	2	100.0					Flashing Red	
Aviation Bl @ 120th St	2	44.5	El Segundo	55.5			Flashing Red	
Del Amo Bl @ Wilmington Av	2	27.0	Carson	73.0			Limited Service	
Alameda St @ Santa Ana Bl	2	40.0	Lynwood	60.0			Flashing Red	
Aviation Bl @ 118th St	2	70.0	El Segundo	30.0			Flashing Red	
Aviation Bl @ 124th St	2	75.0	El Segundo	25.0			Flashing Red	
El Segundo Bl @ Willowbrook Av	2	100.0					Flashing Red	
El Segundo Bl @ 405 Fwy NB On/Off Ramp	2	50.0	Caltrans	50.0			Flashing Red	
Willowbrook Av @ Stockwell St	2	100.0					Flashing Red & Limited Service	
Willowbrook Av @ 124th St	2	100.0					Flashing Red & Limited Service	
Willowbrook Av @ 130th St	2	100.0					Flashing Red & Limited Service	
Alameda St @ 133rd St/ 134th St/ Pine Av	2	79.0	Commerce	21.0			Limited Service	
Willowbrook Av @ 119th St	2	100.0					Flashing Red	
Alameda St @ 124th St	2	50.0	Commerce	50.0			Limited Service	
Colima Rd @ Lambert Rd	4	77.5	Whittier	22.5			Limited Service	



MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Violet Varona-Lukens, Executive Officer
Clerk of the Board of Supervisors
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

Director of Public Works

At its meeting held December 9, 2003, the Board took the following action:

47-D

Supervisor Antonovich made the following statement:

"This past January, a fatal collision occurred between a commuter train and a truck at the crossing of Buena Vista Street and the existing railroad tracks north of San Fernando Boulevard in the City of Burbank.

"On December 2, 2003, the National Transportation Safety Board released an initial report of their investigation of the incident. The report found that the design of the traffic signals at the incident location was a contributing factor to the tragedy.

"Coordination between local agencies, railway operators, and State and Federal agencies is critical to ensure the utmost safety of our transportation system."

Therefore, on motion of Supervisor Antonovich, seconded by Supervisor Yaroslavsky, unanimously carried, the Director of Public Works was instructed to:

1. Request the California Public Utilities Commission to work directly with the California Department of Transportation and local agencies to develop a uniform process for establishing traffic signal design and supplemental traffic control parameters at railroad/highway crossings; and
2. Review existing traffic signal operations for at-grade railroad/highway crossings under County purview and report back to the Board within 90 days with findings.

9120903-47-D

Copies distributed:

Each Supervisor
Chief Administrative Officer
County Counsel